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NOFORN

COUNTRY East Germany REPORT

TOPIC Administration of the Aeroclub 25X1

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EVALUATION PLACE OBTAINED 25X1

DATE OF CONTENT 25X1

DATE OBTAINED DATE PREPARED 6 July 1955

REFERENCES

PAGES 2 3 ENCLOSURES (NO. & TYPE) 1 - sketch or litto

REMARKS

This is UNEVALUATED Information

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1. VPL Pilot training.

In May 1955, a VPL officer 25X1

had to undergo a 6-month [redacted]ining with a guard company. 25X1
Subsequently, he was detached for technical trainign to the Kamenz school.
His assignment to the flying personnel was at first refused because he had relatives in West Germany. In January 1955, however, it was approved. 25X1
Subsequently, he had to undergo a medical and psycho-technical examination including the following tests: 25X1

> The candidate had to sit in a completely blacked-out chamber while a red-white disc was rotated at high speed in front of his eyes. In this way, his capacity for reaction was determined. The reaction capacity of his ear was determined by means of a sequence of sounds transmitted at different pitches.

Theoretical training for student pilots comprised 12 subjects including navigation, instruction on the M-11 engine of the Yak-18, meteorology, radio operation (30 Morse code characters per minute), topography, aircraft theory etc. The marks given in the individual subjects ranged from 5 to 1, being the best mark. Only those students who were given marks 5 or 4 in the theoretical subjects were admitted to flight training. The other students could repeat the examinations 2 weeks later. Military training of the flying personnel was conducted for about 2 hours per week. Flight training on two-seater aircraft was given on 3 days a week. At first, an instruction flight of 20 to 30 minutes' duration was made. Subsequently, 1 or 2 local flights were conducted, then horizontal flying in a specific training area, curvilinear flights and landings were practiced. The latter practices were made as follows: the aircraft came down for landing to 1 meter above the ground while extending landing gear and landing flaps and subsequently climbed again without landing. The altitude of the approach was gradually lowered until the first correct landing was made. Subsequently, 4 or 5 local flights were made and the lowering of the landing flaps was practiced After these flights, stunt and instrument flying were taken up. Formation flying was not practiced prior to May 1955.
The order for each take-off was given via radio. At first, the engine was run up on the dispersal l[redacted] [redacted] ch[redacted] and the

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air-to-ground radio sets were switched on by pressing the upper microphone [redacted] the gas control lever. The pilot reported: "Ready for [redacted] weapon, the aircraft training including training on MiG-15s already lasted 3 years. Theoretical training took about 3 months followed by training on Yak-18s that was scheduled to continue until October 1955. After an examination, instruction on weapons of the Yak-11 was planned to begin. The training course was said to conclude with practice flights on MiG-15s. [1]

2. Technical details of the Yak-18 aircraft.

All Yak-18s are equipped with radio sets for air-to-air and air-to-ground communications and for intercommunication on the aircraft. The sets are switched on by 2 buttons on the gas control lever. The lower button enables intercommunication and the upper button is both for air-to-air and air-to-ground communications. The landing gear is operated by compressed air of 50 atm pressure. The extending mechanism can be set in three positions, i. e. for extending and retracting, middle position and ventilation. The position of the landing gear is marked by a 4-lamp set with green and red light with an additional control button in case of failures. Another control is provided by a mechanical indicator on the upper side of the leading edge of the wing. The landigg brakes have an hydraulic mechanism and are operated by foot at the pedal for the rudder control. A hand brake is additionally fitted on the control lever; it is synchronized with the rudder movement, that means, when the rudder is turned to the left, the left wheel will be braked when the brake is operated. The brakes can be applied from the seat of the flight instructor. The position of the landing flaps is controlled by a mechanical indicator. The feathering of the propeller is controlled automatically. At cruising speed, the average number of rotations is 1,200 per minute. The aircraft is equipped with a radio compass in order to take bearings of radio beacons while approaching and crossing over them.
All aircraft used for flight training are equipped with seat-type parachutes. During the training course, a routine jump from an altitude of 1,500 meters must be made. The parachute is operated by hand and is also equipped with a pre-set mechanical release.

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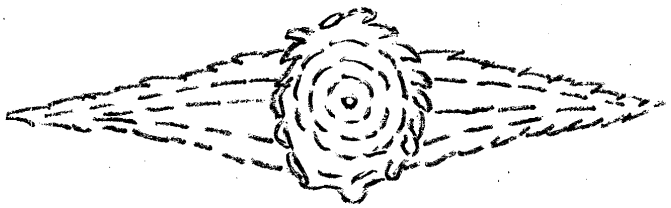
3. Pilot insignia for the VPL

In early June 1955, it was learned that, since 25 May 1955, the VEB Schloss- und Metallwarenfabriken Brandenburg (metal goods factories) have been working on tools required for the manufacture of metal insignia for the VPL. The insignia, about 12 cm long, allegedly represents 2 intended wings with a round metal disc in the middle. The disc is surrounded by an unsymmetrical oak leaf cluster and a black-red-golden cockade is in the middle of the disc. Both the rim of the disc and the wings are to be beaded. [2]

1. [redacted] Comment. The present report which dos not furnish new information summarizes details on initial VPL pilot training. 25X1

2. [redacted] Comment. This is the first information on the manufacture of VPL insignia. For sketch of insignia, see Annex. 25X1

VPL Insignia



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